



1887. NOW READY. 1887

## THE CHRONICLE AND DIRECTORY

FOR 1887.

With which is incorporated  
THE CHINA DIRECTORY.  
(TWENTY-FIFTH ANNUAL ISSUE),  
COMPLETE, WITH ALPHABETICAL INDEX,  
ROYAL SIZE, PP. 1,156.—\$5.00.  
SMALLER EDITION, RY. SIZE, PP. 776.—\$3.00.THE CHRONICLE AND DIRECTORY  
has been thoroughly revised and brought up  
to date, and is again much increased in size.  
It contains DESCRIPTIVE and STATISTICAL  
ACCOUNTS of, and DIRECTORY for  
Hongkong, Tientsin, &c.Do. Iolice's Directory Nagasaki.  
Do. Peck's Directory Kobe (Hogyo).  
Do. Military Forces. Osaka.  
Do. Chinese Hongks. Tokyo.  
MACAO. Yokohama.  
CHINA—  
Pakhoi. Nigata.  
Hoihow. Hakodate.  
Makao. The PHILIPPINES—  
Cebu. Manila.  
Cebu. Iloilo.  
Cebu. Camarines.  
ANNAN—  
Hus. Ternate.  
Takao. Luban.  
Tainan. British North Borneo.  
COCHIN CHINA—  
Saigon.  
Cochin.  
Canton.  
Shantung.  
Shanghai.  
Chinkiang.  
Wuhu.  
Kinkiang.  
Hankow.  
Ichang.  
Chungking.  
Cooch.  
Takao.  
Tientsin.  
Peking.  
Port Arthur.  
Ninghau.  
COREA—  
Séoul.  
Jenchan.  
Fukien.  
Takao.  
Port HAMILTON  
VLADIVOSTOK  
NAVAL SQUADRONS—  
British. French.  
United States. German.  
Japanese. Chinese Northern  
SHIPPING—Officers of the Coasting Steamers of  
the Royal Navy. Chinese & M. S. S. Co.  
Macao. Macao.  
Japan. M. S. S. Co. H. C. & M. S. B. Co.  
Indo-China S. N. Co. Scottish Oriental S. Co.  
Douglas S. S. Co. Miscellaneous Coast  
China Mer. S. Co. Steamers.THE LIST OF RESIDENTS now contains  
the names of  
THIRTEEN THOUSAND AND FIVE HUNDRED  
FONDBURGERS  
arranged under one Alphabet in the strictest  
order, the initials as well as the surnames  
being alphabetical.The MAPS and PLANS have been mostly  
re-engraved in a superior style and brought up  
to date. The following are the  
PLATES OF MERCHANTABLE HOUSES IN CHINA.  
CODE OF SIGNALS IN USE AT VICTORIA HARBOUR.  
MAP OF THE FAR EAST.  
MAP OF THE ISLAND OF HONGKONG.PLAN OF THE CITY OF VICTORIA.  
PLAN OF MOUNTAIN DISTRICT, VICTORIA.  
PLAN OF FOREIGN CONCESSIONS, SHANGHAI.  
PLAN OF YOKOHAMA.  
PLAN OF SAIGON.  
PLAN OF TOWN AND ENVIRONS OF SINGAPORE.  
PLAN OF GEORGE TOWN, PENANG.Among the other contents of the book are—  
An Anglo-Chinese Calendar, Mean of Barometric and Thermometer, Rainfall, &c.A full Chronology of remarkable events since  
the advent of foreign to China, Japan, &c.  
A detailed description of the Batawali Fiss., &c.,  
with the days on which they fall.Comparative Tables of Money, Weights, &c.  
New Scale of Hongkong Stamp Duties.  
The Hongkong Postal Guide for 1887.Arrivals and Departures of Mails and Parcel  
Post at and from London and Hongkong.  
Scales of Commissions and Charges adopted by  
the Chambers of Commerce of Hongkong,  
Shanghai, Amoy and Ninghau.

Hongkong Chair, Jiruhsien, and Boat Hire.

The APPENDIX consists of  
FOUR HUNDRED PAGES  
of closely printed matter, to which reference is  
constantly required by residents and those  
having commercial or political relations with the  
Country, and in the scope of the  
CHRONICLE and DIRECTORY.The Contents of this Appendix are too numerous to recapitulate in an Advertisement, but  
include—TREATIES WITH CHINA—  
Great Britain, 1842

Tientsin, 1858

Chefoo, with Additional Article  
and all others abrogated.

France, Tientsin, 1858

Convention, 1860

Tientsin, 1855

Treaty of Commerce, 1883.

United States, Tientsin, 1858

Additional, 1869

Peking, 1850

Germany, Tientsin, 1861

Porto, 1860

Russia, Spain, Brazil, and Peru.

TREATIES WITH JAPAN—  
Great Britain—Netherlands

United States—Corse

TREATIES WITH COREA

TREATIES WITH SIAM

TREATIES WITH ANMAN

TREATIES WITH CAMBODIA

Customs Tariffs

Chinese. Siam.

Japanese. Corsean

Legal

Orders in Council for Government of H.R.M.

Subjects in China and Japan, 1863, 1877.

1876, 1881, 1884, 1886.

Rules of H.M. Supreme and other Courts

in China and Japan

Tables of Corridor Fees

Customs, Postage, Hongkong

Table of Hongkong Court Fees

Admiralty Rules

Foreign Jurisdiction Act

Regulations for the Consular Courts of United

States in China

Rules of Court of Appeals at Shanghai

Chinese Passenger Act

Trade Regulations

China—Tientsin

Japan—Ouamsun Shire, China

Customs and Harbour Regulations for the

distant port of China, Philippines, Siam, &amp;c.

Frigate Regulations

Charter of the Colony

New Rules of Legislative Council

Port Regulations

&amp;c., &amp;c., &amp;c.

Orders may be sent to Daily Press Office, where

it is published, or to the following Agents—

MACAO. Mr. F. A. de Cruz.

SWATOW. Messrs. Quelch &amp; Co.

AMOY. Messrs. C. Gerard &amp; Co.

FORMOSA. Messrs. C. Gerard &amp; Co.

FOUCHOW. Messrs. Hedge &amp; Co.

SHANGHAI. Mr. Hall &amp; Hollis, Wash. Sigh.

SINGAPORE. Messrs. Morris, Hart, &amp; Welch.

NORTHERN &amp; HALL &amp; HOFF CO. (Proprietary Co.)

RIVER PORTS. Mr. Kelly &amp; Walsh, Shanghai.

NAGASAKI. Messrs. The C. &amp; J. Trading Co.

HOKKO-OKA. Messrs. F. Walsh &amp; Co.

YOKOHAMA. Messrs. Kelly &amp; Walsh.

MANILA. Messrs. Diaz Puyatas &amp; Co.

SAIGON. Messrs. Schroeders Frères &amp; Co.

CANTON. Messrs. Kelly &amp; Walsh.

HANOI. Mr. F. Mainard.

HAIPHONG. Mr. G. Gavard.

HONGKOK. Messrs. Ramsay &amp; Co.

SAIGON. Messrs. Sayle &amp; Co.

PEKING. Messrs. Mayhew &amp; Co.

COLOMBO. Messrs. A. M. &amp; J. Ferguson.

CALCUTTA. Messrs. Newman &amp; Co.

KOLKATA. Messrs. G. &amp; C. G. G. G.

MELBOURNE. Messrs. Morris, Hart, &amp; Welch.

BRISBANE. Messrs. Gordon &amp; Gotech.

LONDON. Mr. F. Algar, Clement's Lane.

LONDON. Messrs. Street &amp; Co. 30 Cornhill.

LONDON. Messrs. Bates, Henty, &amp; Co.

LONDON. Mr. W. M. Wilts, 151 Cannon St.

SAFETY FIRE CO. Mr. L. P. Fisher, 21, Merchant's

Exchange.

NEW YORK. Mr. A. Wind, 21, Park Row.

Daily Press Office, January 1887.

## INFORMATION.

A. S. WATSON &amp; CO. LIMITED.

SUMMER EXHIBITS.

FRUIT CORDIALS.

LIME JUICE, RASPBERRY, STRAWBERRY,

CHERRY, PINE, APPLE, DAMSON,

ORLEANS PLUM.

MONTSERRAT LIME FRUIT JUICE

ACIDULATED LIME FRUIT TABLETS.

MANSON &amp; SWAN'S NEW PATENT

WATER FILTERS.

PRICKLY HEAT LOTION,

BAY RUM, TOILET VINEGAR,

"CARBOLIC" EAU DE COLOGNE.

A. S. WATSON &amp; CO. LTD.

THE HONGKONG DISPENSARY,

Established 1841.

Hongkong, 8th June 1887.

122

## LOSS OF THE CHINA MERCHANTS' STEAMER "PAUTAH."

The steamer "Pautah" was lost on the 18th of June, 1887, at about 10 a.m. The cause of the accident is not yet known, but it is believed to be due to a collision with another vessel.

The steamer "Pautah" was bound for Amoy, and had been in sight of the Chinese coast for some time. At 10 a.m. on the 18th, the steamer "Pautah" was seen by the steamer "Takao" to be in danger, and the "Takao" sounded a warning. The "Pautah" did not respond, and the "Takao" sounded again. The "Pautah" then struck the steamer "Takao" and sank.

The "Pautah" was a three-masted barque, 130 feet long, 35 feet wide, and 10 feet deep. She was built at Amoy, and was owned by the China Merchants' Steamship Company.

The "Pautah" was bound for Amoy, and had been in sight of the Chinese coast for some time. At 10 a.m. on the 18th, the steamer "Pautah" was seen by the steamer "Takao" to be in danger, and the "Takao" sounded a warning. The "Pautah" did not respond, and the "Takao" sounded again. The "Pautah" then struck the steamer "Takao" and sank.

The "Pautah" was a three-masted barque, 130 feet long, 35 feet wide, and 10 feet deep. She was built at Amoy, and was owned by the China Merchants' Steamship Company.

The "Pautah" was bound for Amoy, and had been in sight of the Chinese coast for some time. At 10 a.m. on the 18th, the steamer "Pautah" was seen by the steamer "Takao" to be in danger, and the "Takao" sounded a warning. The "Pautah" did not respond, and the "Takao" sounded again. The "Pautah" then struck the steamer "Takao" and sank.

The "Pautah" was a three-masted barque, 130 feet long, 35 feet wide, and 10 feet deep. She was built at Amoy, and was owned by the China Merchants' Steamship Company.

The "Pautah" was bound for Amoy, and had been in sight of the Chinese coast for some time. At 10 a.m. on the 18th, the steamer "Pautah" was seen by the steamer "Takao" to be in danger, and the "Takao" sounded a warning. The "Pautah" did not respond, and the "Takao" sounded again. The "Pautah" then struck the steamer "Takao" and sank.

The "Pautah" was a three-masted barque, 130 feet long, 35 feet wide, and 10 feet deep. She was built at Amoy, and was owned by the China Merchants' Steamship Company.

The "Pautah" was bound for Amoy, and had been in sight of the Chinese coast for some time. At 10 a.m. on the 18th, the steamer "Pautah" was seen by the steamer "Takao" to be in danger, and the "Takao" sounded a warning. The "Pautah" did not respond, and the "Takao" sounded again. The "Pautah" then struck the steamer "Takao" and sank.

The "Pautah" was a three-masted barque, 130 feet long, 35 feet wide, and 10 feet deep. She was built at Amoy, and was owned by the China Merchants' Steamship Company.

The "Pautah" was bound for Amoy, and had been in sight of the Chinese coast for some time. At 10 a.m. on the 18th, the steamer "Pautah" was seen by the steamer "Takao" to be in danger, and the "Takao" sounded a warning. The "Pautah" did not respond, and the "Takao" sounded again. The "Pautah" then struck the steamer "Takao" and sank.

The "Pautah" was a three-masted barque, 130 feet long, 35 feet wide, and 10 feet deep. She was built at Amoy, and was owned by the China Merchants' Steamship Company.

The "Pautah" was bound for Amoy, and had been in sight of the Chinese coast for some time. At 10 a.m. on the 18th, the steamer "Pautah" was seen by the steamer "Takao" to be in danger, and the "Takao" sounded a warning. The "Pautah" did not respond, and the "Takao" sounded again. The "Pautah" then struck the steamer "Takao" and sank.

The "Pautah" was a three-masted barque, 130 feet long, 35 feet wide, and 10 feet deep. She was built at Amoy, and was owned by the China Merchants' Steamship Company.

The "Pautah" was bound for Amoy, and had been in sight of the Chinese coast for some time. At 10 a.m. on the 18th, the steamer "Pautah" was seen by the steamer "Takao" to be in danger, and the "Takao" sounded a warning. The "Pautah" did not respond, and the "Takao" sounded again. The "Pautah" then struck the steamer "Takao" and sank.

The "Pautah" was a three-masted barque, 130 feet long, 35 feet wide, and 10 feet deep. She was built at Amoy, and was owned by the China Merchants' Steamship Company.

The "Pautah" was bound for Amoy, and had been in sight of the Chinese coast for some time. At 10 a.m. on the 18th, the steamer "Pautah" was seen by the steamer "Takao" to be in danger, and the "Takao" sounded a warning. The "Pautah" did not respond, and the "Takao" sounded again. The "Pautah" then struck the steamer "Takao" and sank.

The "Pautah" was a three-masted barque, 130 feet long, 35 feet wide, and 10 feet deep. She was built at Amoy, and was owned by the China Merchants' Steamship Company.

The "Pautah" was bound for Amoy, and had been in sight of the Chinese coast for some time. At 10 a.m. on the 18th, the steamer "Pautah" was seen by the steamer "Takao" to be in danger, and the "Takao" sounded a warning. The "Pautah" did not respond, and the "Takao" sounded again. The "P



## VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship.

"FOKIRN."

Captain Ronch, will be despatched for the above Ports TO-DAY, the 28th inst., at NOON.

For Freight or Passage, apply to

DOUGLAS LAFRAK &amp; CO.,

Agents.

Hongkong, 26th July, 1887. [1414]

THE "GIBB" LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.

Navigation Company's Steamship.

"RAVENNA," Captain A. D. Daniel, with

Majority of crew, will be despatched for the above Ports TO-DAY, the 28th inst., at NOON.

The steamer has excellent accommodation for First Class Passengers.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Managers.

Hongkong, 25th July, 1887. [1410]

NETHERLANDS INDIA STEAM NAVIGATION COMPANY.

FOR SINGAPORE AND PENANG.

THE Company's Steamship.

"CELEBES."

Captain Jeon, will be despatched as above TO-MORROW, the 29th instant, at THREE P.M.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

Agents.

Hongkong, 27th July, 1887. [1419]

THE CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO

JAPAN, CANADA, THE UNITED

STATES, AND EUROPE,

VIA

THE CANADIAN PACIFIC RAILWAY

AND OTHER CONNECTING

RAILWAY LINES &amp; STEAMERS.

THE British Steamship

"ABYSSINIA."

3500 Tons Register, Alex. Marshall, Commander.

Will be despatched for VANCOUVER, B.C.,

VIA KOBE AND YOKOHAMA, on FEIDAY,

the 29th July, at THREE P.M.

To be followed by S. S. "PARTHIA," on

the 19th August.

These steamers, formerly in the CUNARD SERVICE,

have lately received New Engines and

Boilers, and can maintain a speed at sea of

15 to 16 knots.

The "ABYSSINIA" will be made at Yokohama with

Steamers from Shanghai and Japan Ports,

and Vancouver with San Francisco by the regular

Services of the PACIFIC COAST STEAMSHIP

COMPANY.

The attention of through passengers is drawn to

the fact of the Canadian Pacific Railway

being the best built and most splendidly equipped

line ever constructed on the American

Continent, and specially adapted for Summer

traveling.

Concerns Invoiced for Goods to United States

ports should be made out in quadruplicate, and

addressed to Mr. D. E. Brown, District Freight

Agent, Vancouver, B.C., and sent to us.

Freight will be received on Board until 4 P.M.

All Parents must be sent to our Office and

should be marked in full; and the

same will be received by us until 5 P.M. the

day previous to sailing.

The Steamer has splendid Accommodation

and carries a Doctor and Stewardess.

For Further Particulars apply to

MELCHERS &amp; CO.,

Agents.

Hongkong, 25th July, 1887. [1406]

NETHERLANDS INDIA STEAM NAVIGATION COMPANY.

FOR BATAVIA, SAMARANG, AND SOU-

RABAYA VIA SAIGON, AND

SINGAPORE.

THE Company's Steamship.

"BORNEO."

Captain Wilkins, will be despatched as above on

or about the 30th instant.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

Agents.

Hongkong, 25th July, 1887. [1405]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates

for NINGPO, CHENGFOU, NINGHWANG, TIENTSIN,

HANKOW, and Poers on the YANGTZE.)

THE Company's Steamship.

"HECTOR."

Captain Batt, will be despatched as above on

SUNDAY, the 31st instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 25th July, 1887. [1407]

FOR NAGASAKI, KOBE, AND

YOKOHAMA.

THE Steamship.

"GLENCOE."

Captain Geake, will be despatched as above on

or about the 4th August.

This steamer has superior Accommodation for

Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

Agents.

Hongkong, 25th July, 1887. [1409]

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, PONDECHERI, MADRAS,

CALCUTTA, ADEN, SUEZ,

PORT SAID, MEDITERRANEAN, AND

BLACK SEA PORTS,

MARESOL, AND PORTS OF BRAZIL

AND LA PLATA;

LONDON, HAVRE, BORDEAUX,

DUNKIRK, AND ANTWERP.

ON THURSDAY, the 4th August, at

Noon, the Company's Steamship

"MELBOURNE," Commandant De Mar-

cells with MAILS, PASSENGERS, SPECIE, and

CARGO, will leave this Port for the above

Ports.

Cargo and Specie will be received for Lon-

don, and Specie will be returned to San Fran-

cisco, or to any private house (even though

named in the address) when there is a place of

business near, at which delivery can be effected.

The "MELBOURNE" will be received at San Fran-

cisco, or re-embarked at San Fran



